3 Circulation Element

The General Plan aims to create a balanced, multimodal transportation network that meets the needs of all users, similar to the Complete Street shown above.

By encouraging non-automobile use for short trips, the City of Belmont seeks to improve public health in the community.

3.1 INTRODUCTION AND PURPOSE

The Circulation Element provides the goals, policies, and actions to develop and maintain a balanced, multimodal transportation system in the City of Belmont, consisting of effective and contextually appropriate facilities that enhance mobility for automobiles, pedestrians, bicycles, and public transit. The Circulation Element provides context on Belmont's existing transportation system and identifies the current vision and strategies for the future of transportation within Belmont.

RELATIONSHIP TO STATE LAW

California State law (Government Code Section 65302(b)) mandates a city adopt a General Plan with a Circulation Element that consists of the general location and extent of existing and proposed major thoroughfares, transportation routes, and terminals, as well as other local public utilities and facilities. Discussion of other public utilities and facilities are addressed in the Conservation and Safety elements in the General Plan, in order to allow transportation to be the focus of the Circulation Element.

Complete Streets

The California Complete Streets Act of 2008 requires cities that are making significant updates to the Circulation Element of their General Plan to develop it for a balanced, multimodal transportation network that meets the needs of all users of roadways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. The Complete Streets Act is premised on the notion that a balanced, multimodal transportation network would serve to reduce greenhouse gas emissions, make the most efficient use of transportation infrastructure, and improve public health by encouraging physical activity via shifting short trips in the automobile to biking, walking, and the use of public transit.

RELATIONSHIP TO OTHER ELEMENTS

Transportation and Land Use

State law requires that the Circulation and Land Use elements of a General Plan be cooperatively developed. Integration of the Circulation and Land Use elements results in a General Plan that ensures adequate and appropriate mobility for all transportation modes with future planned development. This Circulation Element intends to provide the framework for the community and decision-makers to ensure transportation facilities are built to provide mobility, support and enhance neighborhoods and activity centers built alongside them, and encourage travel by non-automobile modes while also improving public health.

RELATIONSHIP TO VISION AND GUIDING PRINCIPLES

While the Circulation Element has connections to many of the values in the Belmont Community Vision, it most closely supports the following "easy mobility" values:

- Put a priority on getting out of, into, and through town efficiently.

- Bicyclists, walkers, and other nondrivers get where they're going easily and safely.

- Require safe residential streets and smooth-flowing thoroughfares.

3.2 EXISTING TRANSPORTATION SYSTEM

EXISTING TRAVEL CHARACTERISTICS

Data from the 2011-2013 American Community Survey (ACS), conducted by the US Census Bureau, was utilized to illustrate demographic and travel behavior information for Belmont as it pertains to transportation. Understanding the current demographics and travel characteristics is critical when planning for future transportation facilities that will meet needs of the users. Furthermore, it is important to understand current transportation characteristics when making goals and policies that influence potential future changes in travel characteristics.

JOURNEY TO WORK

During the survey period, Belmont's population was nearly 27,000 people, of which there are 13,000 workers aged 16 years or older. Journey to work data published by ACS indicates that the majority of Belmont residents—74 percent of workers—drive to work alone, while eight percent carpool, eight percent of workers utilize alternative modes of transportation (bicycle, walk or public transit), and 10 percent work at home.
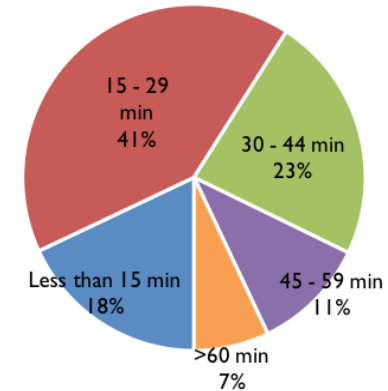
Travel time to work for Belmont residents is illustrated in Figure 3-1. Of the Belmont residents who work outside the home, 18 percent have a travel time to work of 15 minutes or less. More than half of Belmont residents travel less than 30 minutes each way to work, which is similar to both county-wide and state-wide demographics. However, a larger percentage of Belmont residents commute more than 15 minutes, but less than 30 minutes compared to San Mateo County as a whole (perhaps due to its relatively central location within the county) as well as the state.
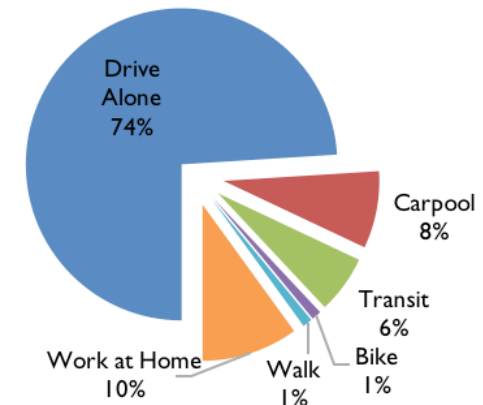
Automobile Ownership

Approximately six percent of Belmont's households have no vehicle, compared to eight percent of California households and nine percent of American households who do not have a vehicle. This is relevant in that the US Department of Transportation has found that the amount of travel people do

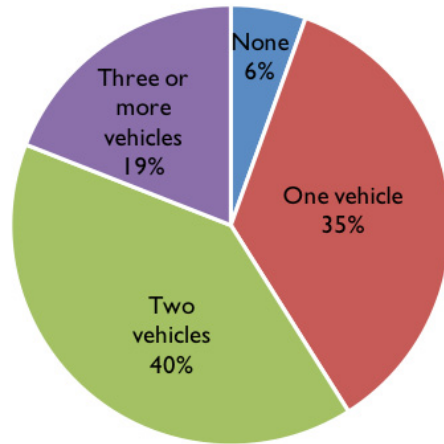## FIGURE 3-1: BELMONT TRAVEL TIME AND MODES

Belmont Home to Work Travel Time

15 - 29 min 41%
30 - 44 min 23%
45 - 59 min 11%
>60 min 7%
Less than 15 min 18%

Belmont Home to Work Travel Modes

Drive Alone 74%
Carpool 8%
Transit 6%
Bike 1%
Walk 1%
Work at Home 10%

FIGURE 3-2: NUMBER OF VEHICLES PER HOUSEHOLD

and the way they travel is strongly related to the availability of personal vehicles in their household. Furthermore, households that have no vehicle are dependent on other means of transportation, such as public transit, walking or bicycling, all of which factor into planning for future multimodal transportation facilities. The ACS also found that about 59 percent of Belmont households in 2013 had at least two vehicles, which is the same as the state average of about 59 percent. Vehicle ownership statistics for Belmont from the 2011-2013 ACS are shown in Figure 3-2.

`EXISTING ROADWAY NETWORK

The roadway network in Belmont is made up of US Route 101 (operated by the California Department of Transportation) as well as arterials, major collectors, collectors, and local streets. Some roadways in Belmont also provide pedestrian and bicycle facilities. Caltrain provides passenger rail service. Routes of regional significance within the City of Belmont include US Route 101, El Camino Real (State Route 82), Ralston Avenue, and Alameda de las Pulgas.

Roadway Classification

Figure 3-3 identifies the city's existing roadway network, with roadways designated with one of the following classifications:

- Freeway and State Highway

- Arterial

- Major Collector

- Collector

In addition to the above roadways (not identified in Figure 3-3) are local streets. They provide access from larger roadways to destinations within a residential or business district. Local streets may be loop streets, cul-de-sacs, or straight connections between two collector streets.

Highways
US Route 101

US 101 is a north-south aligned freeway that connects Los Angeles, California and Olympia, Washington, and is a major corridor on the San Francisco Peninsula. The segment of US 101 in Belmont consists of an eight-lane, grade-separated freeway. The interchange with Ralston Avenue is the only access point to US 101 within the City of Belmont.

State Route 92

SR 92 is an east-west aligned regional route that travels between Hayward and Half Moon Bay, and includes the San Mateo Bridge. Between I-280 and I-880, SR 92 is a grade-separated freeway; however, outside of these limits, the route becomes an at-grade highway. While there are no interchanges located in the City of Belmont, there is one interchange located on Ralston Avenue, just west of the city limits. Adjacent to the city,

FIGURE 3-3: ROADWAY CLASSIFICATION

Legend:
- Major Highway
- Arterial
- Major Collector
- Collector
- Caltrain
- City Limits

10 ACRES
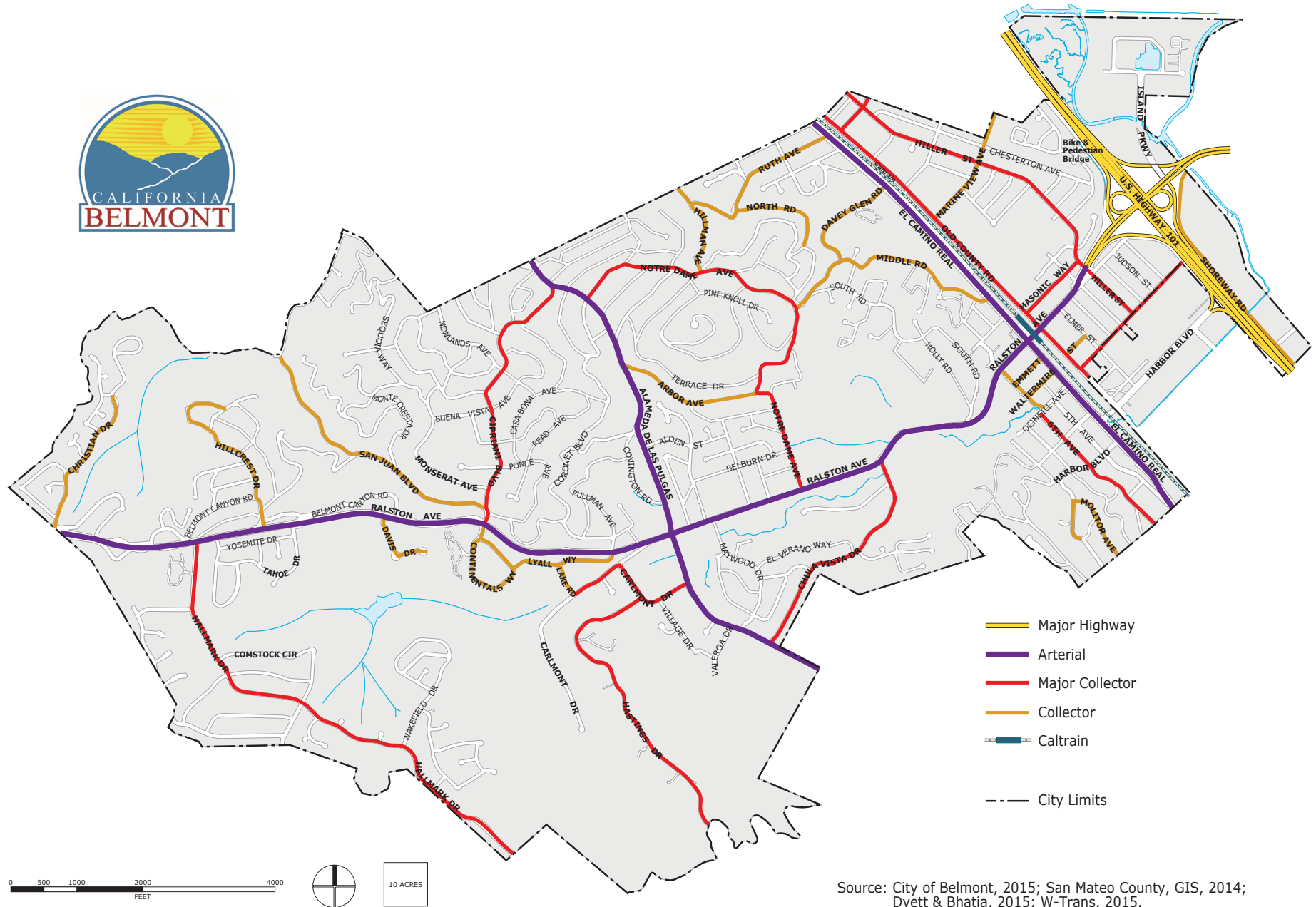
Source: City of Belmont, 2015; San Mateo County, GIS, 2014; Dyett & Bhatia, 2015; W-Trans, 2015.

A critical juncture in Belmont is where El Camino Real intersects Ralston Avenue.

US Route 101 is a major corridor that connects Belmont south to Los Angeles and north to Washington.

SR 92 has two lanes in each direction of travel.

Interstate 280

I-280 is a north-south aligned freeway that connects San Jose with San Francisco. Although the freeway does not travel through Belmont, it is located to the west of the city and represents a major regional route for persons traveling to/from Belmont. The most direct route to access I-280 is via SR 92, which has an interchange with Ralston Avenue; the SR 92/I-280 interchange is located approximately one-half of a mile west of the SR 92/Ralston Avenue interchange. Adjacent to the city, I-280 is an eight-lane, grade separated freeway.

El Camino Real

El Camino Real, also designated as SR 82, is a primary arterial roadway and commercial corridor on the San Francisco Peninsula. As a regional route, El Camino Real begins in Santa Clara County in the south, and continues through Daly City to the north, where it continues as Mission Street. Within Belmont, the route has two lanes in each direction, plus intersection turn lanes, and a posted speed limit of 35 mph.

El Camino Real is one of the routes included in the San Mateo County Smart Corridor project, an Intelligent Transportation System program designed to improve mobility along the US 101 corridor (including parallel routes) in San Mateo County.

Arterials with Regional Connectivity
Ralston Avenue

Ralston Avenue is the only major east-west aligned route that extends the length of the city. The characteristics of the street transitions along the corridor depending on the context of the street and the adjacent land uses. To the west of Alameda de las Pulgas, it is a four-lane, median-separated route with few cross streets. However, east of Alameda de las Pulgas, it transitions to provide one lane in each direction, with driveways and cross-streets. In Belmont Village, the street has four lanes, continuing east to the city limits, where it connects to the Redwood Shores area of Redwood City.

Alameda de las Pulgas

Alameda de las Pulgas is a north-south aligned route that connects the City of San Mateo with San Carlos. For the most part, Alameda de las Pulgas is a two-lane roadway with fronting residences. However, near Ralston Avenue, the route is widened to provide four lanes and is generally fronted by commercial centers.

Bicycle Network

Bicycle circulation in Belmont is currently provided by a network of on-street bicycle lanes and bicycle routes as illustrated in Figure 3-4. Notable facilities include bike

lanes (discontinuous) on Ralston Avenue from Alameda de las Pulgas to US Route 101; bike route designation on Alameda de las Pulgas from the northerly city limit to Ralston Avenue; bike lanes on Alameda de las Pulgas from Ralston Avenue to the southerly city limits; and a pedestrian and bicycle bridge, known as the Children's Bridge, that crosses US Route 101 north of the Ralston Avenue interchange.

Pedestrian Network

Pedestrian facilities include sidewalks, crosswalks, the Children's Bridge across US Route 101, pedestrian signal infrastructure, curb ramps, and streetscape amenities. Pedestrian facilities vary throughout the city, with some locations having full pedestrian facilities including sidewalks and signalized crosswalks. However, other locations may lack sidewalks, have narrow sidewalks or uncontrolled crosswalks (where vehicles do not have to stop for a stop sign or traffic signal).

Public Transit

Public transit services in Belmont are primarily served by SamTrans and Caltrain, providing both local and regional services. Both services connect to other regional transportation services. Public transit currently serving the City of Belmont is illustrated in Figure 3-5. Paratransit is an on-demand service for persons with disabilities who cannot independently use regular fixed-route transit services. The San

Mateo Transit District provides paratransit in Belmont through its Redi-Wheels service. The Redi-Wheels service provides daily service between the hours of 5:30 a.m. and midnight and reservations can be made in advance.

SamTrans

The San Mateo County Transportation District operates the SamTrans service, a fixed-route bus transit system that operates throughout San Mateo County. SamTrans currently runs 11 routes within the City of Belmont and are illustrated in Figure 3-5.

Caltrain

Caltrain is the commuter rail line serving the San Francisco Peninsula and Santa Clara County. It connects Belmont with San Francisco to the north, and San Jose and Gilroy to the south. Trains service the Belmont station on weekdays and weekends, and currently, Caltrain's commute period limited-stop express service does not stop in Belmont. Trains stop in Belmont approximately once an hour. The Belmont Caltrain Station is located along Ralston Avenue between El Camino Real and Old County Road. Both bicycle racks and lockers are provided at the Belmont station. Bicycle racks are available on a first-come-first-served basis, while lockers must be reserved. Furthermore, paid vehicle parking is available at the station for riders in two large surface parking lots between El Camino Real and the Caltrain tracks, both north and south of Ralston Avenue.

Ralston Avenue is the only east-west route that travels through the entirety of Belmont.

The General Plan aims to improve pedestrian infrastructure and accessibility throughout Belmont.

SamTrans offers service throughout Belmont, to the Belmont Caltrain Station, and express routes that travel to neighboring cities.

Caltrain provides service north to San Francisco and south to San Jose and Gilroy.

The Caltrain Modernization Program plans to electrify and upgrade performance, operating efficiency, capacity, safety, and reliability of Caltrain's commuter rail service. A primary part of this plan is the Peninsula Corridor Electrification project which will electrify the Caltrain Corridor from San Francisco's 4th and King Caltrain Station to the Tamien Caltrain Station in San Jose, as well as, install advanced signal systems and replace Caltrain's diesel trains with high-performance electric trains. The Caltrain Modernization Program is scheduled to be operational by 2021.

Goods Movement

The Belmont Code of Ordinances establishes the City's designated truck routes of Old County Road within the city limits, O'Neill Avenue from Old County Road to Kedith Street, and Ralston Avenue within the city limits. Figure 3-6 indicates the designated truck routes in the city.

FIGURE 3-4: EXISTING BICYCLE FACILITIES

Legend:
- Existing Class II Bicycle Lane
- Existing Class III Bicycle Route
- Proposed Class I Multi-Use Path
- Proposed Unclassified On-Street
- Parks/Open Space
- Public/Institutional Facilties
- City Limits

Source: City of Belmont, 2015; San Mateo County, GIS, 2014;
Dyett & Bhatia, 2015; W-Trans, 2015; San Mateo County
Comprehensive Bicycle and Pedestrian Plan, 2011.
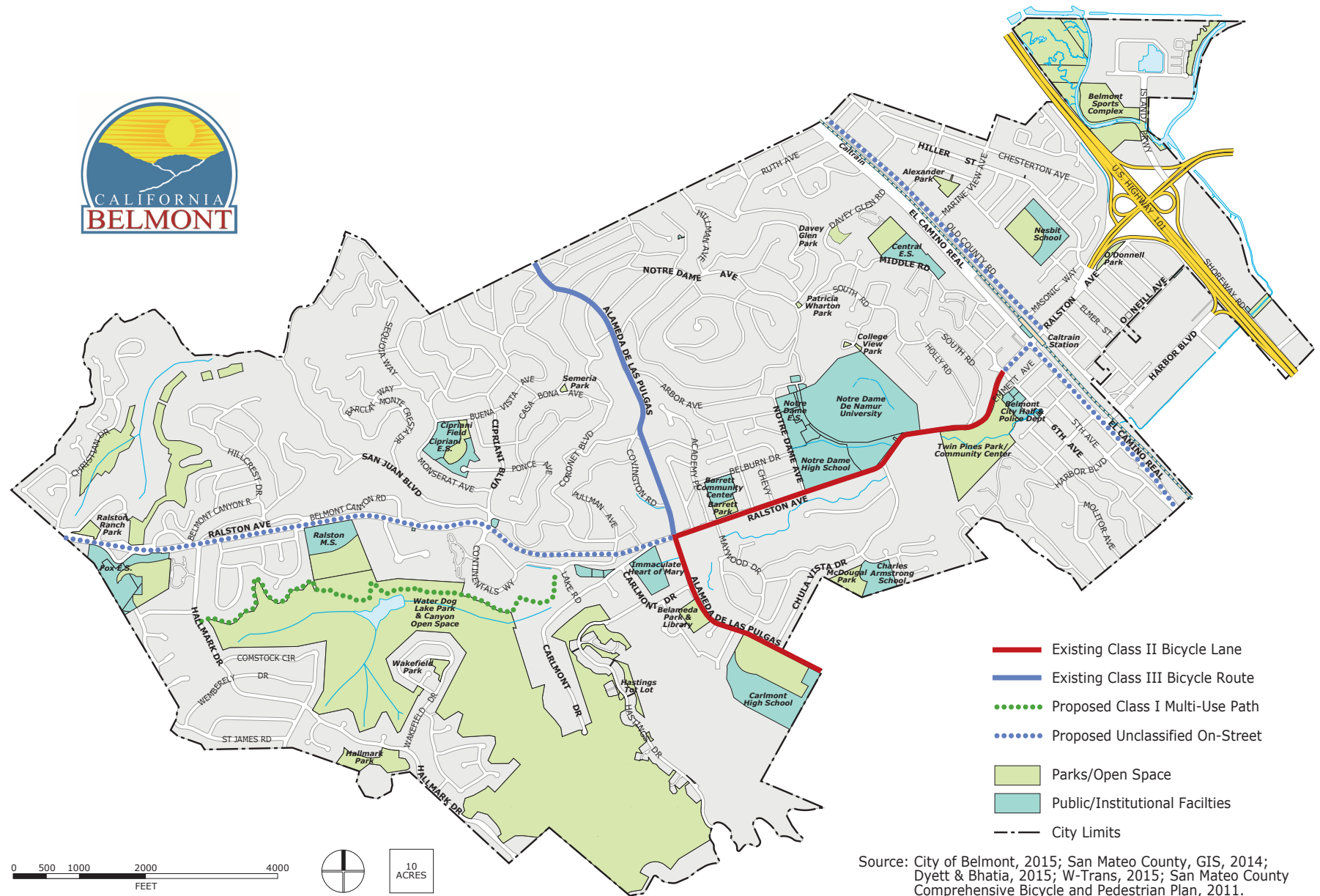
FIGURE 3-5: PUBLIC TRANSIT ROUTES

SamTrans Route 60
SamTrans Route 62
SamTrans Route 67
SamTrans Route 68
SamTrans Route 260/261
SamTrans Route 295
SamTrans Route 397/398/ECR/KX
Caltrain
City Limits

Source: City of Belmont, 2015; San Mateo County, GIS, 2014; Dyett & Bhatia, 2015; W-Trans, 2015; SamTrans, 2016

FIGURE 3-6: TRUCK ROUTES

CALIFORNIA
BELMONT

Legend:
- Truck Routes
- Major Highway
- Caltrain
- City Limits

0 500 1000 2000 4000
FEET

10 ACRES

Source: City of Belmont, 2015; San Mateo County, GIS, 2014;
Dyett & Bhatia, 2015; W-Trans, 2015.
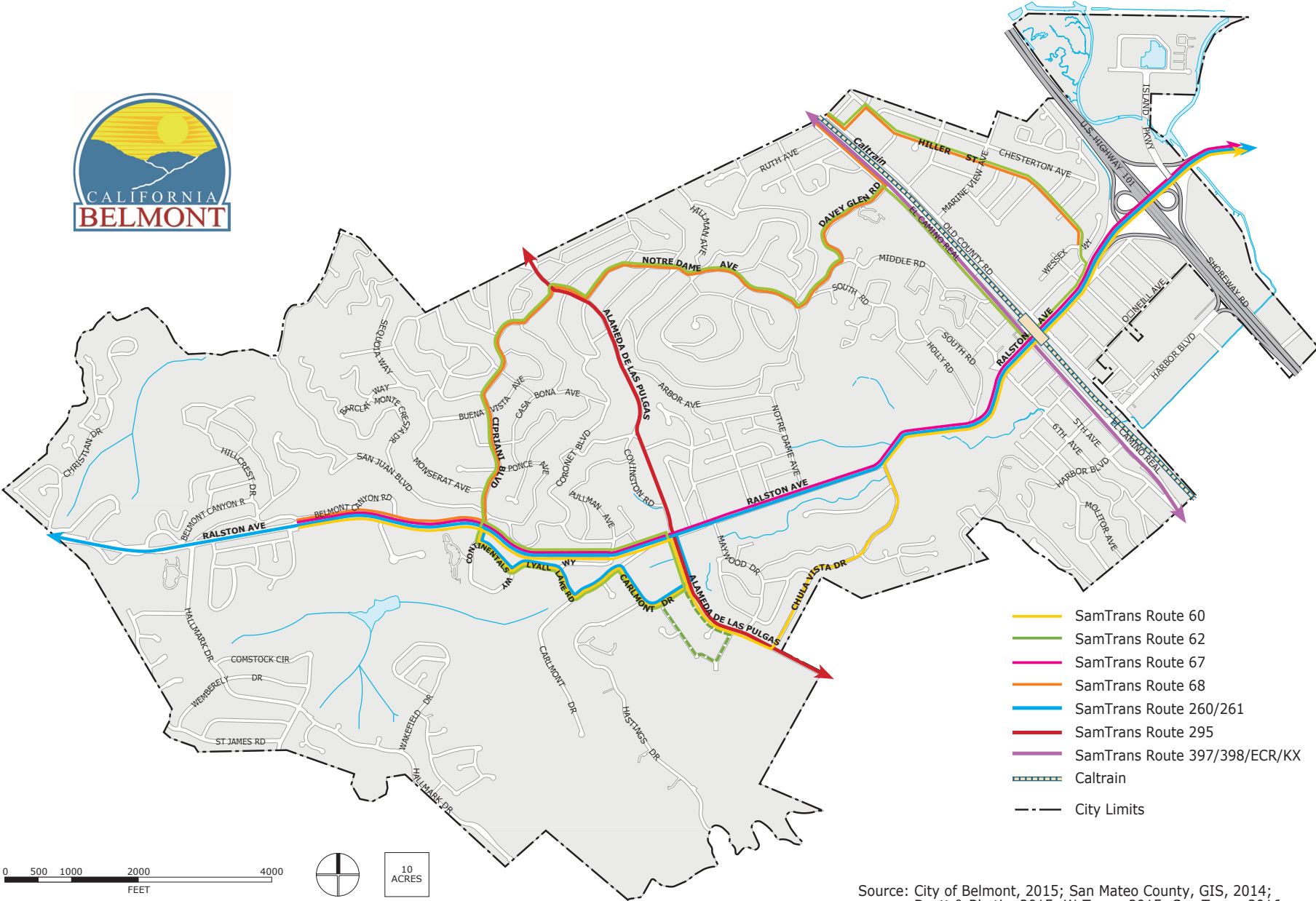
Complete Streets provide safe mobility for pedestrians, bicyclists, and automobiles.

3.3   COMPLETE STREETS STRATEGIES

BELMONT COMPLETE STREETS POLICY

In January 2013, the Belmont City Council adopted a citywide Complete Streets Policy. The document discusses Complete Streets principles relative to the city and implementation of these principles.

Complete Streets

Streets constitute one of the largest publicly owned spaces in the city. Belmont streets should provide a balanced, multimodal transportation network that creates a stronger identity for Belmont, increases public safety, and improves public health by making the city more walkable. Complete Streets meet the needs of all users of roadways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation.

As an implementation task of the General Plan, the City will develop design guidelines for the street typologies discussed in the following section that complement surrounding land uses, work within right-of-way constraints, and minimize rigid dimension requirements. Listed below are descriptions for street types relevant to Belmont that incorporate Complete Streets design elements where applicable.

Street Typology

Functional classification of roadways is traditionally based on the type of vehicular travel on a facility. Complete Street classifications consist of typologies that categorize streets into a hierarchy of facilities that account for multimodal travel and adjacent land uses. Different streets can serve different purposes and should be contextually-sensitive, or reflective of its location. In other words, a single roadway must have various typologies along its extent, depending on adjacent land uses and multimodal mobility needs. In order to ensure balanced, safe, and efficient roadways, the needs of users must be clearly established and complementary of surrounding land uses. Street typologies can be used to define and respond to the needs of users of a roadway.

Belmont's roadway system is set up around a hierarchy of street types, which are described below and shown in Figure 3-7. Mode priorities for each street type are illustrated in Table 3-1. This provides a guideline for prioritizing modes on new and improved roadways within the city.

Freeway

Regional access to Belmont will continue to be provided via US 101, which serves regional traffic on a high speed, high capacity facility. Intersections of on and off-ramps with roadways within the city should

TABLE 3-1: MODE PRIORITIES BY STREET TYPE

	Transit	Bicycles	Pedestrians	Truck	Automobile
Freeway	Accommodated	Prohibited	Prohibited	Dominant	Dominant
Urban Arterial	Dominant	Accommodated	Accommodated	Dominant	Dominant
Boulevard	Dominant	Accommodated	Accommodated	Accommodated	Accommodated
Main Street	Accommodated	Dominant	Dominant	Prohibited	Accommodated
Avenue	Accommodated	Accommodated	Accommodated	Accommodated	Accommodated
Local Street	Prohibited	Dominant	Dominant	Prohibited	Accommodated

Dominant; **Accommodated**; **Prohibited**

provide opportunity for safe crossing where appropriate.

Urban Arterial

Urban Arterials carry large traffic volumes. These roadways will operate at efficient speeds, linking neighborhoods, retail, and employment centers to the freeways and to each other. The objective of an Urban Arterial is mobility, and all transportation modes should be considered. Access should be limited in order to manage congestion, reduce conflict zones, and reduce hazards between modes.

Boulevard

Boulevards accommodate multimodal travel with traffic calming elements, including landscaped medians. These streets provide both local and regional transit service with benches and shelters at bus stops, have wide sidewalks for comfortable walking, provide dedicated bike facilities for bike commuting,

and have enhanced pedestrian and bicycle crossings. Pedestrian and conventional scale lighting should be provided along the street.
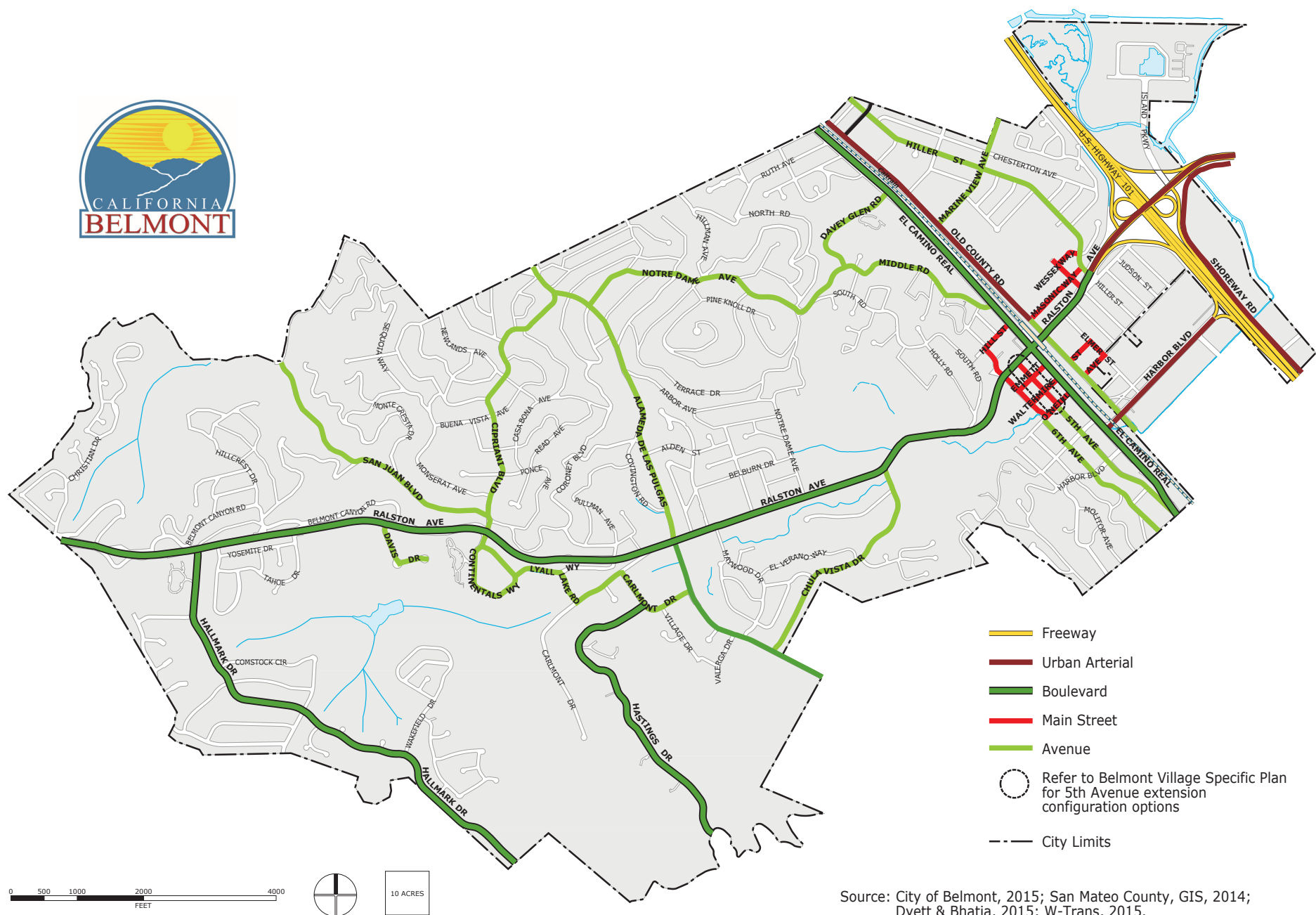
Main Street

Main Streets provide primary access to retail and shopping in denser areas and typically include parking. Ample and comfortable facilities are dedicated to bicyclists and pedestrians. Segments could be closed off to vehicular traffic to create promenades either permanently or for special events, such as farmers markets. Street trees, pedestrian-scale lighting, wayfinding signs, and other street furniture should be considered. Main Streets within Belmont are limited to denser areas, specifically the Belmont Village PDA.

Avenue

Avenues provide access between retail areas and local streets and should include bicycle lanes or routes, have enhanced and short

FIGURE 3-7: PROPOSED STREET TYPOLOGY

CALIFORNIA
BELMONT

Legend

— Freeway
— Urban Arterial
— Boulevard
— Main Street
— Avenue

○ Refer to Belmont Village Specific Plan for 5th Avenue extension configuration options

—·— City Limits

10 ACRES

Source: City of Belmont, 2015; San Mateo County, GIS, 2014; Dyett & Bhatia, 2015; W-Trans, 2015.

crossings for pedestrians, provide some transit service, and include street trees and street lighting.

Local Street

Local Streets are neighborhood streets that provide access to homes and schools with low vehicular speeds, street trees, and street lighting at intersections at a minimum. Sidewalks and crossing amenities should be provided at intersections with larger streets.

Connectivity

A well-connected transportation system within the city and to areas outside the city is beneficial to all users and modes and is consistent with Complete Streets principles. New development and redevelopment will enhance connectivity to existing transportation facilities.

3.4 VISION AND PROPOSED IMPROVEMENTS

The Circulation Element is based on a fundamental philosophy that traffic conditions in Belmont can be managed through a comprehensive program of transportation and land use planning. The Land Use Element contains the physical framework for development in Belmont that the circulation system is designed to serve. By integrating transportation and land use planning, the General Plan ensures that there will be sufficient roadway capacity to accommodate traffic generated by future planned development. Coordinated transportation and land use planning can create opportunities for local and regional trips accomplished by foot, bike, or transit within Belmont and to regional connections. The General Plan improvements to Belmont's transportation facilities are designed to enhance accessibility and connectivity, accommodate additional growth, reduce congestion, and improve safety for all users of the transportation system.

ROADWAY IMPROVEMENTS

As described in detail in the Land Use Element, most of the land in Belmont is already developed and is unlikely to change drastically over the planning period, including its residential neighborhoods. Similarly, the bulk of Belmont's roadways are already constructed. The General Plan's proposed roadway improvements are intended to address issues on Belmont's built-out roadway network, including congestion and safety concerns on key corridors. In the concentrated areas where future development is anticipated in Belmont, the General Plan roadway improvements are coordinated with the land use changes, to ensure the future transportation system will efficiently and safely serve Belmont through the planning period. The focus areas that are envisioned to change over the planning period include the

The General Plan aims to improve sidewalks to ensure pedestrian safety and convenience of use.

TABLE 3-2: PAVEMENT CONDITION INDEX AND TYPICAL TREATMENTS

PCI Range	Pavement Condition Class	Typical Treatment	Range of Treatment Cost
70 - 100	Good (I): Shows slight or moderate distress requiring mostly preventative, life extending maintenance	Crack sealing, slurry seal	Less than $4.00/sq. yd.
60 - 69	Fair (II): Worn to the point where minor rehabilitation is necessary	Slurry seal with dugouts, mill and thin overlay	$4.00 - $25.00/sq. yd.
50 - 59	At Risk (III): Worn to the point where the pavement surface requires major rehabilitation or reconstruction		
25 - 49	Poor (IV): Pavement surface has failed and requires reconstruction	Mill and thick overlay, pavement reconscruction	$30.00 - $136.00/sq. yd.
0 - 24	Failed (V): Pavement and sub-base have failed and require reconstruction		

Source: City of Belmont, 2016

Belmont Village PDA, the El Camino Real corridor, the area east of US 101, the Harbor Industrial Area, Carlmont Village, and Davis Drive.

Roadway improvement projects are at various stages of planning within Belmont. Major roadway improvements planned or programmed for Belmont are described below.

Alameda de las Pulgas/San Carlos Avenue Corridor

Planned intersection improvements potentially include installation of a traffic signal at Alameda de las Pulgas/Carlmont Drive. Mini-roundabouts are planned at Alameda de las Pulgas/El Verano Way, Alameda de las Pulgas/Chula Vista Drive, and Alameda de las Pulgas/Cranfield Avenue. These improvements are also consistent with enhanced safety in school areas.

El Camino Real Smart Corridor

The San Mateo County Smart Corridor project will implement an Intelligent Transportation System (ITS) to improve mobility along several corridors, including US 101 and El Camino Real. The use of ITS elements will inform motorists on US 101 and parallel arterials of congestion and provide alternate routes in the event of an incident, special event, or construction. In Belmont, many of the improvements will focus on traffic signal coordination and enhancement along the El Camino Real corridor.

Intersection Improvements

Additional planned intersection improvements in the city include traffic signals at the Ralston Avenue/Tahoe Drive, and Ralston Ave/South Rd intersections, and installing a roundabout at the Ralston Avenue/Notre Dame de Namur University entrance.

Ralston Avenue

The City of Belmont has identified Ralston Avenue as a key community corridor that serves homes, retail, schools, employment centers and the Belmont Caltrain Station. The corridor serves as the city's primary east-west aligned route, connecting US 101 and SR 92. As such, Ralston Avenue is one of the high traffic volume corridors in the City of Belmont. The Ralston Avenue corridor was recently studied to determine the adequacy of the corridor for multi-modal users by evaluating the ability to accommodate pedestrians, bicyclists, transit riders, and motorists under existing and projected future improvements. Context sensitive transportation alternatives were then developed to improve future conditions for all uses along the corridor.

Improvements have been identified along the corridor based on the context of the roadway and adjacent uses. The improvements include high visibility crosswalks, hybrid pedestrian signals, high visibility green bicycle lanes, wayfinding signs, widened sidewalks, sidewalk gap closure, intersection curb extensions (bulbouts), median refuges, a roundabout and additional traffic signals.

PAVEMENT PRESERVATION PROGRAM

The City of Belmont is responsible for the repair and maintenance of approximately 140 travel lane miles of streets (approximately 70 centerline miles of streets). The City performs pavement conditions surveys every two years as a funding requirement for the Metropolitan Transportation Commission (MTC). Using the Pavement Condition Index (PCI), streets are surveyed and rated on a system of 0 to 100 to give an overall indication of pavement condition from "Failed" to "Good," as described in Table 3-2.

The City conducted a pavement condition survey in autumn of 2014. The overall average PCI of the city's street network was 56, which corresponds to a pavement condition classification of "At Risk." Based on MTC's 2014 PCI report for Bay Area Cities and Counties, Belmont's street network was rated the lowest in San Mateo County (ranked 20th out of 20 jurisdictions), and it was one of the lowest in the larger Bay Area region (ranked 101st out of 109 jurisdictions).

Table 3-2 also shows the variation in the range of pavement treatment cost according to pavement condition categories. As more of the streets that are classified as "Good" deteriorate into the "Fair" or "At Risk"

A pedestrian and bicycle undercrossing of the Caltrain tracks at O'Neill, like this one in Palo Alto, will greatly improve access between the two sides of Belmont.

Two-stage turn queue boxes are an example of intersection bicycle markings that can improve safety for cyclists.
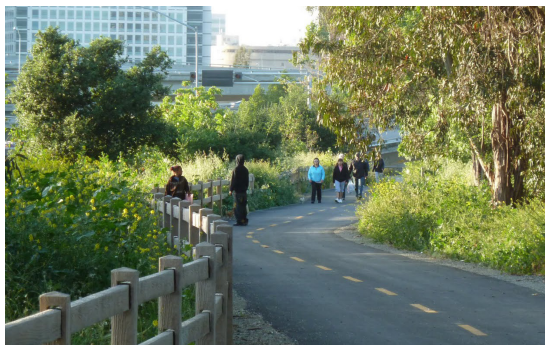
A multi-use path, similar to the one shown above, is proposed along the northern edge of Twin Pines Park.

Intersection improvements include curb extensions and median refuge islands to improve pedestrian connections in Belmont Village.

conditions, the cost to maintain them will increase. Given the City's existing funding limitations, the Department of Public Works has implemented best management practices in the Pavement Preservation Program to ensure available funding is used in the most effective way possible. The program uses an aggressive pavement crack sealing and patching program, targets maintenance of streets in the "At Risk" condition, implements lower cost treatments to pavement in the "Poor" condition, and coordinates utility improvement to minimize impacts to pavement.

BICYCLE AND PEDESTRIAN IMPROVEMENTS

The Comprehensive Pedestrian and Bicycle Plan provides planned bicycle and pedestrian facilities for the city as a whole.

Bicycle Facility Classification

The Highway Design Manual, California Department of Transportation (Caltrans), 2012, classifies bikeways into three categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.

- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.

- **Class III Bike Route** – signage only for shared use with motor vehicles within the same travel lane on a street or highway.

Guidance for Class IV Bikeways is provided in Design Information Bulletin Number 89 Class IV Bikeway Guidance (Separated Bikeways/Cycle Tracks), Caltrans, 2015.

- **Class IV Separated Bikeway/Cycle Track** – a bikeway for the exclusive use of bicycles and requires physical separation such as grade separations, flexible posts, inflexible physical barriers, or on-street parking between the bikeway and through vehicular traffic.

Proposed Bicycle Network

The 2011 San Mateo County Comprehensive Bicycle and Pedestrian Plan indicates planned expansion of the existing bicycle network in Belmont. Identified improvement areas include El Camino Real within the city limits, Ralston Avenue from the westerly city limits to El Camino Real, and Twin Pines Park. Additional proposed bicycle facilities are discussed below; the planned bicycle facilities are shown in the Comprehensive Pedestrian and Bicycle Plan.

Ralston Avenue Corridor Study and Improvements Plan

The 2014 Ralston Avenue Corridor Study and Improvements Plan developed context-sensitive multimodal improvements for the Ralston Avenue corridor between US Route

101 and SR 92. Specific improvements for the Ralston Avenue corridor, including a new path along the northern edge of Twin Pines Park, are identified and evaluated in the Ralston Avenue Corridor Study and Improvements Plan.

Grand Boulevard Multimodal Transportation Corridor Plan

Per the Grand Boulevard Multimodal Transportation Corridor Plan, dedicated bicycle facilities should either be provided along El Camino Real where sufficient width is available or should be made available on a parallel bicycle boulevard. On-street bike lanes or a separated bikeway should be provided along El Camino Real within the city limits as specified in the Belmont Village Specific Plan.

Proposed Pedestrian Network

Well-connected and contextually appropriate pedestrian facilities and amenities should be provided within the city. Planned or programmed improvements are discussed below.

Ralston Avenue Corridor Study and Improvements Plan

The Ralston Avenue Corridor Study and Improvements Plan specifies a planned multi-use path along the northern edge of Twin Pines Park.

Grand Boulevard Multimodal Transportation Corridor Plan

Per the Grand Boulevard Multimodal Transportation Corridor Plan, attractive pedestrian facilities amenities should be provided along El Camino Real. These facilities should be provided along El Camino Real within the city limits, particularly in the Belmont Village PDA as specified in the Belmont Village Specific Plan.

Alameda de las Pulgas/San Carlos Avenue Corridor Study and Improvements Plan

Planned improvements include construction and reconstruction of sidewalks to create continuous facilities and intersection treatments along Alameda de las Pulgas from Ralston Avenue to the southerly city limits.

PROPOSED TRANSIT SYSTEM AND TRANSPORTATION DEMAND MANAGEMENT

The City should continue to work with transit agencies to ensure efficient service and increased ridership by residents. Programmed improvements are discussed below. Additional transportation demand management strategies should be implemented and are also detailed below and specified in policies.

Grand Boulevard Multimodal Transportation Corridor Plan

The Grand Boulevard Multimodal Transportation Corridor Plan assessed the need for Bus Rapid Transit (BRT) along the El Camino Real corridor. The City and other

On-street parking creates a safe buffer between residents and travelling automobiles in residential neighborhoods.

The General Plan aims to implement parking management strategies to provide parking that meets demand and maximizes efficiency.

The General Plan aims to limit truck and other heavy traffic to minimize disruptive effects on residents, businesses, and the functional organization of the community.

local and regional agencies will continue to collaborate in support of north-south mass transit improvements.

California High Speed Rail

Over the planning horizon of the General Plan, it is anticipated that the California High Speed Rail (HSR) will utilize Caltrain right-of-way to build rail infrastructure to operate trains on and parallel to the existing Caltrain tracks; however, no stops are planned within Belmont city limits. Operation is currently programmed to commence in 2029. The City will continue to work with the California High Speed Rail Authority and neighboring agencies to ensure safe crossings are provided for all transportation modes and that adjacent land uses are compatible with future operation and the rail alignment.

Transportation Demand Management Strategies

Reduction in the use of single-occupancy vehicles in Belmont is supported in this Circulation Element, with benefits including a reduction in vehicle miles travelled, improved air quality, and improved health. Transportation Demand Management (TDM) consists of programs and policies to reduce demand for and length of single-occupant vehicle trips; for example, it may include encouraging use of public transit, park-and-ride and shuttle service, walking and bicycling, or carpooling.

PARKING

Parking for automobiles is intended to serve residents, visitors, customers, and employees of a variety of land uses in the city. Accessible, attractive, and a balanced amount of parking should be made available to users both on- and off-street, with specific requirements set out in the Belmont Village PDA. Parking shall be consistent with Americans with Disabilities Act (ADA) requirements. The City will endeavor to ensure that parking demand associated with new development is balanced with the supply and management of parking. The Zoning Ordinance and adopted Specific Plans provide standards for parking facilities based on development types within Belmont.

INNOVATIONS IN TRANSPORTATION

Disruptive technologies and innovations are rapidly evolving advancements and improvements that are typically simpler, cheaper, more reliable, and more convenient than established technologies. These innovations can be significant technological breakthroughs, with relatively fast penetration in the market and widespread adoption, thereby resulting in significant transportation implications. Consequentially, these technologies end up edging out existing technology.

In regards to the transportation sector, disruptive technologies and innovations present challenges for government agencies

and other stakeholders due to advancements occurring at an explosive pace, and the difficulty in predicting these innovations. With widespread and rapid adoption by the public, agencies struggle to keep up due to their traditional approach to transportation technology and infrastructure, which typically requires thorough vetting before implementation. As a result, a majority of transportation disruptive technologies work within the confines of the existing physical transportation network, with disruptive technology companies aiming to provide direct-to-consumer services rather than establishing working relationships with agencies.

Disruptive technologies and innovations will change and can be used as a resource to expand the way agencies and communities plan, assess, and improve transportation networks. Following are examples of technologies that have already been implemented, or will come into force, in the near future.

• Mobile internet provides seamless access to on-demand transportation services and information. Examples of existing technology includes ridesharing (Lyft, Uber), carsharing (Getaround, Zipcar), Waze (crowd-sourced real-time traffic data), and transit data applications.

• Embedded sensors and data communication technologies allow transportation infrastructure to be monitored and operated in real-time and can aggregate data for use in evaluating operational performance measures such as traffic speed and volume on roadways.

• Automated vehicle technology that allows for an increasing number of driving tasks to be performed on an automated basis, with decreasing need for human intervention. Automated vehicles will fundamentally change the basis of roadway design and operation analysis, as these guidelines were developed from empirical data derived by the interaction of human drivers with the built environment.

• Advanced materials could affect the transportation sector by providing a cost-effective, efficient replacement for traditional materials used in infrastructure development.

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On-Street Parking

On-street parking should be provided in residential neighborhoods where sufficient width is available, and on other roadways within the city where additional parking complements adjacent land uses. On-street parking provides the added benefit of creating a buffer between travelling automobiles and pedestrians. However, in local streets with physical constraints, such as limited width in the western hillside neighborhoods, on-street parking can pose challenges because it can reduce visibility, limit accessibility for emergency vehicles, and create unsafe walking or biking conditions for residents. On-street parking should be limited in certain areas so that bicycle lanes and sidewalks can be provided in a manner that is consistent with the Ralston Avenue Corridor Study and Improvements Plan, the Alameda de las Pulgas/San Carlos Avenue Corridor Study and Improvements Plan, the Grand Boulevard Multimodal Transportation Plan, and the Belmont Village Specific Plan.

Off-Street Parking

Off-street parking requirements should be updated to provide balanced parking for all land uses. Property owners should be encouraged to work together to create shared off-street parking areas and access that would serve existing and new development. These shared sites provide the opportunity to reduce the number of driveway access points at a site that adversely impact pedestrian and bicycle facilities. Additionally, shared parking strategies should be implemented for mixed-use developments with complementary land uses in order to reduce the number of physical parking spaces, while still providing a sufficient parking supply.

Belmont Village PDA

Parking in the Belmont Village PDA shall comply with requirements established in the Belmont Village Specific Plan.

GOODS MOVEMENT

The movement of goods by heavy trucks should be limited to designated routes to avoid conflicts with residential traffic and land uses that might be adversely affected by truck traffic. Designated truck routes in the Municipal Code include Old County Road, O'Neill Avenue from Old County Road to Kedith Street, Ralston Avenue, and El Camino Real.

FINANCES AND FUNDING

The City will endeavor to finance and seek grant funding opportunities related to transportation improvements. The Capital Improvements Program, updated on an annual basis, will outline priorities, phasing and funding for transportation-related projects.

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CIRCULATION

GOALS, POLICIES, AND ACTIONS

GOAL 3.1   Provide for the safe and efficient movement of people and vehicles within and through the community that fosters accessibility and connectivity; accommodates a mixture of automobiles, transit, bicyclists, and pedestrians; and encourages higher transit ridership.

Policy 3.1-1   Ensure land use and circulation planning is developed concurrently. In portions of Belmont that include significant open space resources, use area plans to address the balance and interface between natural and developed areas.

Action 3.1-1a: Pursue multimodal transportation infrastructure improvements needed to accommodate growth and land use changes proposed in the Land Use Element, particularly in areas where increased development intensity is planned, such as in the Belmont Village PDA and along the El Camino Real corridor. Support innovative site design techniques such as cluster-type housing to preserve sensitive environmental resources. *See also Policy 2.1-2 in the Land Use Element.*

Policy 3.1-2   Make Complete Streets practices a part of Belmont's planning, design, and operation of its circulation network, acknowl-edging that a flexible and context-sensitive approach to design will result in each roadway serving most users and the roadway network as a whole serving all users.

Action 3.1-2a: Provide training for City staff on Complete Streets best practices in order to facilitate the design, planning, and review of roadway and development projects.

Policy 3.1-3   Understand the unique needs for connectivity between neighborhoods and implement various strategies to promote Complete Streets in and between all neighborhoods.

Action 3.1-3a: Implement improvements from the Belmont Village Specific Plan.

Action 3.1-3b: Implement Complete Streets improvements from the Ralston Avenue Corridor Improvements Study.

Action 3.1-3c: Implement improvements from the Alameda de las Pulgas/San Carlos Avenue Corridor Study.

Action 3.1-3d: Implement recommendations from the Grand Boulevard Initiative along El Camino Real within city limits. Within the Belmont Village PDA, implement the Belmont Village Specific Plan strategies for El Camino Real.

Action 3.1-3e: Identify viable car sharing programs (e.g. ZipCar) in commercial centers, dense residential areas, and major transit hubs.

Action 3.1-3f: Support enhanced connections in and between neighborhoods in the Belmont hills by updating the City's inventory of "paper trails," which are trails, pathways, and walking connections that are identified on paper but are not formally established or maintained on the ground. Identify the paper trails that are best suited to enhance connectivity and most feasible to improve. Where feasible, pursue opportunities to formalize these paper trails, and encourage property owners and neighborhood associations to improve and maintain them.

Policy 3.1-4   Provide a transportation system that is well-connected within the city and to areas outside the city.

Policy 3.1-5   Require new development and redevelopment projects to construct or pay their fair share toward improvements for all travel modes to provide and enhance connectivity to existing transportation facilities.

Policy 3.1-6   Provide a transportation system that is equitable, safe, affordable, and convenient, consistent with the residential, small-city character and physical setting of Belmont.

Policy 3.1-7   Create an accessible circulation network that is consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users, such as the disabled and seniors, to safely and effectively travel within and beyond the city.

GOAL 3.2 Reduce dependence on the private automobile for travel and achieve a reduction in vehicle-miles traveled (VMT) per capita of 15 percent by year 2035, consistent with ABAG's Plan Bay Area VMT reduction targets.

Policy 3.2-1 Promote energy efficiency and accommodate new and improved technology, such as alternative fuel vehicles, in meeting transportation needs.

Action 3.2-1a: Reduce dependence on single-occupant automobiles by supporting pedestrian and bicycle infrastructure improvements; implementing Transportation Demand Management strategies; and increasing transit ridership.

Action 3.2-1b: Support the provision of infrastructure for alternative fuel vehicles, such as electric vehicle charging stations. to facilitate autonomous vehicle use, such as lanes, parking areas, etc.

Policy 3.2-2 Look for ways to partner with ride-sharing services as a means to reduce the need for car ownership and cover service gaps in the public transportation system.

Policy 3.2-3 Maintain and expand transit and active transportation networks that connect neighborhoods with key destinations to encourage travel by non-automobile modes while also improving public health.

Action 3.2-3a: Prioritize improvements to transit and active transportation networks within the "first mile" and "last mile" of connections to transit services where possible.

Policy 3.2-4 Support thoughtful and appropriate land use locations and densities with development or redevelopment in Belmont that promote alternatives to travel via single-occupant vehicles. *See Policy 2.1-2 in the Land Use Element.*

Policy 3.2-5 Comply with the adopted Complete Streets Policy of the City of Belmont.

GOAL 3.3 Work cooperatively with other agencies and jurisdictions in the region to enhance connectivity between Belmont and the region and provide an efficient system for regional travel.

Policy 3.3-1 Collaborate with Caltrans, other agencies, and surrounding jurisdictions to improve connectivity between the county, cities, and towns and boost grant funding opportunities.

Policy 3.3-2 Continue to participate in the Grand Boulevard Initiative design process.

Policy 3.3-3 Continue to participate in the San Mateo County Smart Corridors Project.

Policy 3.3-4 Continue to work with the Peninsula Corridor Joint Powers Board, which owns and operates Caltrain, to improve and enhance service in Belmont.

Policy 3.3-5 Participate with other cities in the county and across the region towards solution of regional land use and transportation planning issues. *See Policy 2.15-1 in the Land Use Element.*

ROADWAYS

GOAL 3.4 Accommodate modes of transportation on routes that are designed within the context of the surrounding area to provide for the enjoyment and safety of the individual and to cause minimum interference and appropriate compatibility with adjacent uses of land.

Policy 3.4-1 Maintain and improve existing transportation facilities to ensure safety and reasonable convenience of use. Additional facilities shall be limited to local access roadways for improved connectivity only in areas of dense development, such as the Belmont Village PDA.

Action 3.4-1a: Seek funding to implement projects in the City's Pavement Preservation Program to improve the condition of pavement on Belmont streets and raise the City's Pavement Condition Index score.

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Policy 3.4-2   Provide road improvement standards, including rights-of-way, pavement condition, pavement width, and grade, that account for reasonable safety and recognize variations in local physical conditions.

Policy 3.4-3   Seek innovative solutions to addressing traffic congestion and barriers to mobility that are due, in part, to Belmont's unique geography.

Action 3.4-3a: Identify additional strategies to reduce congestion, enhance operations, and improve pedestrian and bicycle safety along Belmont's major corridors, including Ralston Avenue and Alameda de las Pulgas, building on the recommendations in the previous corridor studies, including the Ralston Avenue Corridor Study and Alameda de las Pulgas/San Carlos Avenue Corridor Study.

Action 3.4-3b: Work collaboratively with private schools and public school districts in Belmont to address congestion associated with school trips, such as by encouraging schools to stagger operating hours off of peak congestion periods; minimize neighborhood conflicts; and foster safe multimodal transportation options for students.

Policy 3.4-4   Ensure that new roads are designed for safe travel at moderate speeds and for low maintenance costs.

Policy 3.4-5   Design new roads and improvements to existing roads to minimize visual and environmental impacts.

Action 3.4-5a: As existing roadways are modified, ensure that they are designed to have sufficient right-of-way to permit planting of trees and shrubs to provide a substantial buffer between the roadway and sidewalks, particularly through residential areas where contextually appropriate.

Action 3.4-5b: Construct new roadways to meet local street typology standards.

Policy 3.4-6   Locate, design, and landscape new roadways to preserve the beauty of the area, prevent erosion, and help shield residents from noise and air pollution. To the extent possible, retain trees and vegetative cover and minimize grading.

Policy 3.4-7   Consider various means of traffic control and monitoring programs to ensure safe use of a roadway or intersection by automobiles, pedestrians, and bicyclists.

Action 3.4-7a: Control all traffic entering arterials or major collector streets using stop signs, channelization, roundabouts, or other appropriate devices.

Action 3.4-7b: Regularly monitor traffic collisions to respond to safety problems and changing conditions. Prioritize locations with high collision rates for safety improvements.

Policy 3.4-8   Minimize unsafe conditions due to through traffic in residential areas through reasonable actions taken to re-route the traffic, or otherwise reduce the traffic or mitigate its effects.

Action 3.4-8a: Route through traffic to streets on the periphery of residential areas to the maximum extent possible.

Action 3.4-8b: Implement traffic calming and Complete Streets measures in areas where through traffic may adversely affect the safety of all facility users.

Policy 3.4-9
Provide safe crossings for pedestrians and bicyclists across boulevards such as El Camino Real and Ralston Avenue.

Policy 3.4-10
Support the installation of vehicle traffic-calming measures to ensure bicycle and pedestrian safety on roadways where the street typology prioritizes pedestrian and bicycle mobility, and especially on hillside streets.

PEDESTRIAN AND BICYCLE MOVEMENT

GOAL 3.5 Promote, provide, and maintain a safe and convenient pedestrian and bicycle system of hiking and riding trails, pedestrian paths, bicycle paths and lanes to: promote active transportation; reduce dependence on automobiles; provide recreation; furnish easy access to trails; permit safe, pleasant travel among parts of the community; connect local areas and destinations within the city through trails and paths and regional trail and path systems; and create opportunities for nature and conservation education.

Policy 3.5-1 Preserve and maintain Belmont's existing sidewalks and pedestrian paths.

Policy 3.5-2 Require public sidewalks in conjunction with all new non-residential development.

Policy 3.5-3 Require public sidewalks in all new residential developments except in areas where construction of sidewalks would be incompatible with existing development and/or require excessive grading or tree removal. In such cases, adequate roadway shoulders, or alternative trails and pathways shall be provided to ensure the safety of pedestrians and cyclists.

Policy 3.5-4 Design sidewalks to comply with requirements set in the Belmont Village Specific Plan within the plan area.

Policy 3.5-5 Maintain and encourage use of the existing system of main and neighborhood bike routes. Incorporate bike lanes or pathways into the circulation system of any new subdivision, consistent with the citywide bike and trails network.

Policy 3.5-6 Preserve and maintain the system of pathways providing access to the open space areas in the Western Hills and the San Francisco Watershed, and develop the pathway network to provide access to the Bay.

Policy 3.5-7 Provide bicycle and pedestrian paths within scenic corridors wherever possible.

Policy 3.5-8 Support and provide bicycle and pedestrian connections to commercial and employment areas to enhance accessibility.

Policy 3.5-9 Prepare the Comprehensive Pedestrian and Bicycle Plan for on-street and off-street bicycle and pedestrian facilities in the city.

> **Action 3.5-9a:** Implement the Comprehensive Pedestrian and Bicycle Plan.

Policy 3.5-10 Support a comprehensive trail system as established in the Parks, Recreation, and Open Space Master Plan.

Policy 3.5-11 Support and improve connections to regional trails, including the San Francisco Bay Trail and Bay Area Ridge Trail.

Policy 3.5-12 Designate pedestrian and bicycle crossings at appropriate locations with adequate sight distance and clearly distinguished signs and lane markings, especially across major streets such as Ralston Avenue and El Camino Real.

Policy 3.5-13 Support additional pedestrian and bicycle crossings across the railroad tracks in Belmont to enhance connectivity.

> **Action 3.5-13a:** Pursue creation of an additional pedestrian and bicycle underpass of the railroad tracks at O'Neill Avenue. *See Policy 3.2-25 in the Mobility chapter of the Belmont Village Specific Plan.*

Policy 3.5-14 Prioritize transportation improvements that improve pedestrian and bicycle safety for students traveling to and from schools.

> **Action 3.5-14a:** Assist with the preparation and updating of Safe Routes to School plans for schools that serve the Belmont community.

Policy 3.5-15 Ensure that new development projects provide bicycle and pedestrian improvements to facilitate the implementation of adopted Safe Routes to School plans.

Policy 3.5-16 Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths shall be developed to allow for unobstructed pedestrian flow within a neighborhood.

Policy 3.5-17 Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility and use universal design concepts.

TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT

GOAL 3.6   Promote Transportation Demand Management Programs and encourage increased transit use through convenient, safe, efficient, and cost-effective services.

Policy 3.6-1   Encourage the use of park-and-ride and shuttle services.

> **Action 3.6-1a:** Identify locations where park-and-ride services could be provided closer to business centers and neighborhoods and install those facilities.

Policy 3.6-2   Encourage (or require, for large employment centers with high projected trip generation

Policy 3.6-3   rates) businesses to implement Transportation Demand Management Programs with an emphasis on connecting and sharing the service with other businesses in the city and region, such as commuter buses, carpools, and other forms of private transit, especially in conjunction with major new industrial or commercial development.

Policy 3.6-4   Ensure that major new development is adequately served by transit.

GOAL 3.7   Maintain and improve existing bus service in Belmont to provide transportation to commuter trains, local schools, and recreational facilities.

Policy 3.7-1   Ensure that adequate transit service facilities are provided in Belmont, including roadway geometry or traffic operations improvements when needed, and bus stop amenities including, but not limited to, lighted shelters, benches, and route information signs.

> **Action 3.7-1a:** Work with SamTrans to evaluate and improve bus routes and schedules to provide transportation to commuter trains, local schools, and recreational facilities.

Action 3.7-1b: Work with SamTrans to establish additional transit stops as needed in the community, including adjacent to Belmont's transit hub, community parks, senior housing facilities, educational facilities, areas with a high concentration of medical facilities, major employment centers, and major retail and commercial centers.

Action 3.7-1c: Work with SamTrans to increase and enhance school bus service in Belmont neighborhoods.

Action 3.7-1d: Work with SamTrans to enhance bus services between western and eastern neighborhoods where feasible.

Policy 3.7-2   Prioritize improvements to service that have the potential to alleviate congestion on Belmont's most impacted roadways and to extend service to areas of the community where no service currently exists.

Policy 3.7-3   Encourage SamTrans and other public transit providers to provide service on regular schedules along El Camino Real, arterial streets, and, as possible, major collectors; support these transportation services to increase the mobility of seniors, the disabled, and others who depend on public transportation.

Policy 3.7-4   Design streets and rights-of-way to accommodate and support safe and efficient bus operations.

Action 3.7-4a: Develop design and development standards to improve transit service in the community, such as wider sidewalks to accommodate bus stops and bus shelters at intersections; bus pads with shelter and shading vegetation; widened rights-of-way for buses; dedicated bus lanes; on-site transit stops for commercial public, institutional and industrial facilities; and, bus facilities adjacent to day-care centers, schools, and major residential areas.

Policy 3.7-5   Continue to participate in the Regional Transit Planning process to assure to the maximum extent possible continued service and the upgrading of transit options and service in Belmont.

Policy 3.7-6   Support improvement and frequency of north-south mass transit, while minimizing community impacts, service by advocating for increased service at the Belmont Caltrain station as systemwide improvements are made, and working with Samtrans to implement service improvements (such as transit signal priority and rapid bus service) on El Camino Real.

Policy 3.7-7   Prioritize El Camino Real and railroad rights-of-way as major intercity transportation corridors to accommodate mass transit as well as automobile, bus, and bicycle movement.

Policy 3.7-8   Support the California High Speed Rail Authority in the goal to bring high speed rail to the San Francisco Peninsula, while minimizing the community impacts of any potential railway infrastructure improvements.

Action 3.7-8a: Ensure that Belmont's public transportation provides connections to the future High Speed Rail Station(s) in the region.

Action 3.7-8b: Collaborate with the California High Speed Rail Authority and other agencies to create opportunities for additional railroad track crossings in Belmont and make progress on other circulation improvements consistent with the City's goals.

PARKING

GOAL 3.8   Provide a balanced and well-managed parking supply that accommodates demand while maximizing efficiency.

Policy 3.8-1   Proactively manage parking in Carlmont Village and the Belmont Village PDA using innovative parking techniques, implementing effective TDM programs to reduce parking demand, supporting shared parking and innovative pricing policies, and considering other means to efficiently manage parking supply and demand.

Action 3.8-1a: Implement the parking strategies and regulations identified in the Belmont Village Specific Plan for the Belmont Village PDA.

Policy 3.8-2   Ensure that adequate and convenient loading and unloading zones are provided in the Belmont Village PDA to serve pedestrians, transit, and deliveries.

Policy 3.8-3   Ensure that the City's parking requirements result in an efficient supply of parking in appropriate locations.

Policy 3.8-4   Encourage property owners to obtain and develop joint use off-street parking areas to serve existing businesses and anticipated new development that limits access driveways that may adversely impact pedestrian and bicycle facilities.

Policy 3.8-5   Ensure that parking is consistent with guidelines established by the Americans with Disabilities Act (ADA).

Policy 3.8-6   Ensure parking supply associated with the demand from future development is adequate, balanced, and does not adversely impact adjacent residential areas.

Policy 3.8-7   Review and incorporate dynamic parking and autonomous vehicle accomodations in any new parking plans (surface or garage).

GOODS MOVEMENT

GOAL 3.9 Limit truck and other heavy traffic to the level necessary to reasonably serve local business and industry while minimizing disruptive effects on residents, businesses, and the functional organization of the community.

Policy 3.9-1 Identify and sign designated truck routes in Belmont, ensuring that clear signage is provided from the freeway to truck routes in the city.

> **Action 3.9-1a:** Update designated truck routes in the Belmont Municipal Code as needed.

Policy 3.9-2 Restrict through commercial and industrial truck traffic to designated truck routes.

FINANCES AND FUNDING

GOAL 3.10 Fund transportation improvement projects through the use of City funds, development fees, and grants.

Policy 3.10-1 Update and maintain the Capital Improvement Program (CIP) on an annual basis.

Policy 3.10-2 Pursue grant-funding for transportation improvement projects when appropriate and consistent with the CIP and other appropriate programs and policies.

> **Action 3.10-2a:** Actively pursue grants and other funding sources to complete improvements identified in Safe Routes to School plans.

Policy 3.10-3 Locate funding sources and implement pedestrian and bicycle facility improvements associated with the Ralston Avenue Corridor Study and Improvements Plan.

Policy 3.10-4 Identify funding sources and implement improvements associated with the Alameda de las Pulgas/San Carlos Avenue Corridor Study and Improvements Plan.

Policy 3.10-5 Continue to prioritize funding for and implementation of road maintenance projects to ensure the safety and long-term viability of Belmont's street network.

INNOVATIONS IN TRANSPORTATION

GOAL 3.11 Promote Belmont as a city that is welcoming of transformative transportation inovations.

Policy 3.11-1 Conduct a study as autonomous vehicle use becomes more commonplace to explore what infrastructure improvements or other accommodations may be needed to facilitate autonomous vehicle use, such as lanes, parking areas, etc.